

25X1

S E C R E T
SECURITY INFORMATION

REPORT

25X1

COUNTRY Czechoslovakia

DATE DISTR. 31 Aug. 53

SUBJECT Kralupy Airfield

NO OF PAGES 5

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW) 2DATE
ACQUIRED BY :SUPPLEMENT TO
REPORT NO. 25X1

DATE OF INFOR

THIS IS UNEVALUATED INFORMATION

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1. Kralupy Airfield N 50-15, E 14-20 was 2 km. north of the center of Kralupy, 1 1/2 km. south of Veltrusy N 50-16, E 14-20, and 2 km. east of the Vitava River. The airfield was rectangular in shape, 800 m. northeast to southwest and 600 m. wide. It was a level, grass-surfaced field 176 m. above sea level with two runways Encl. B, Pts. 2 and 3, one apron Encl. B, Pt. 5, and no hardstands or revetments. No construction or improvements were made there between 1947 and March 1953. Obstructions consisted of trees 10 to 15 m. high which were adjacent to, and northeast of, the airfield, buildings located in the factory area Encl. B, Pt. 1, and buildings in Kralupy, two kilometers south of the airfield. The airfield could be used the year round.
2. There was one hangar Encl. B, Pt. 6 at the airfield, and aircraft were usually parked in front of it. The hangar was used for light repairs; gliders were repaired in the factory Encl. B, Pt. 1. There was no control tower, and no weather station radio, or antenna there. Telephone communication was through the Kralupy switchboard, and the airfield obtained its electricity from Kralupy. For signaling, red, white, and green rockets were employed as follows: red - landing prohibited; white - all planes return to home base; green - all clear for landing. There was no hospital, but a civilian ambulance was kept at the airfield. Billets consisted of civilian apartments Encl. B, Pt. 4 and the second floor of the administrative building Encl. B, Pt. 7. Transportation facilities consisted of a road Encl. A, Pt. 2 and the railroad depot at Kralupy, on the Kralupy to Prague railroad. There were no AA gun positions, warning devices, camouflage, or shelters at the field.

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USAF review completed.

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25 YEAR RE-REVIEW

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3. Kralupy Airfield was controlled by the civilians of the Doslet Club as a light aircraft and glider school. In respect to personnel at the field [] in 1947 there were 30 Doslet glider students and 5 Doslet instructors there. The aircraft [] there were all Doslet planes and gliders: Bieker [] Sokol, Piper Cub, Fischer-Storch and Grunau-Baby gliders. []

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4. []

ENCLOSURES:

- A. Location of Kralupy Airfield.
- B. Sketch of Kralupy Airfield.

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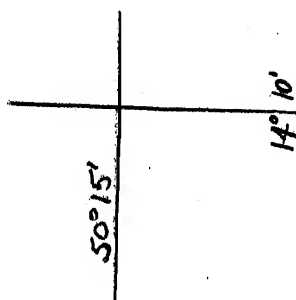
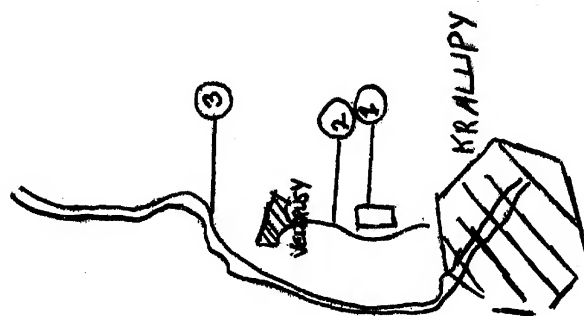
ENCLOSURE A

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Location of Kralupy Airfield.

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LEGEND:

Point # 1. Kralupy Airfield.

2. Road: Kralupy to Veltrusy, dirt, two lane, approximately five meters wide.

3. Vltava River.

S E C R E T

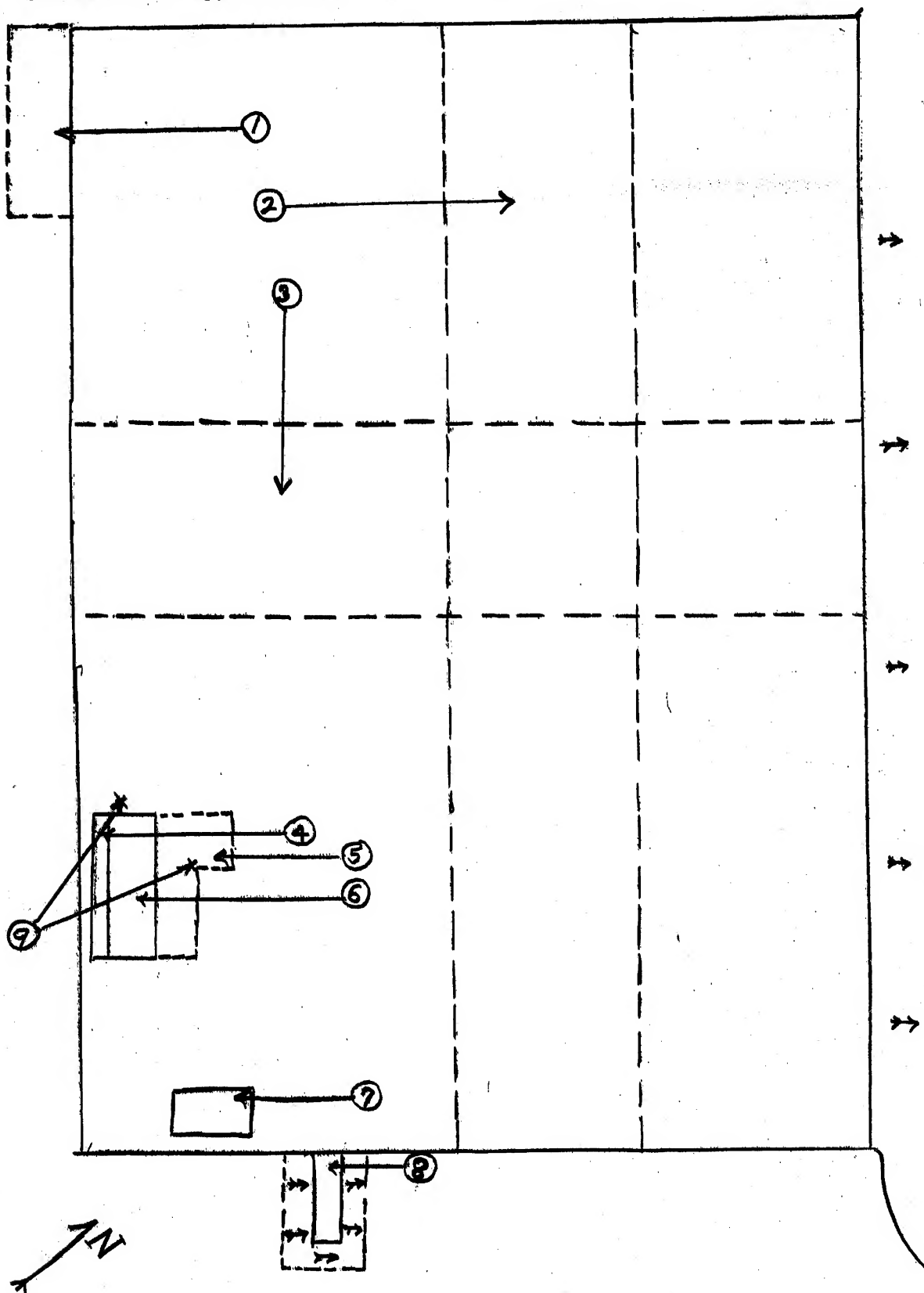
ENCLOSURE B

SECRET

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Sketch of Kralupy Airfield.

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SECRET

ENCLOSURE B (Cont'd)

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LEGEND

- Point #1. Kochman Factory Area: [redacted] 25X1
 [redacted] It was surrounded by a steel mesh fence 25X1
 approximately two meters high and contained one-story
 stuccoed brick buildings. This factory made major and
 minor repairs on civilian Doslet gliders. Damaged
 gliders were sent to this factory for repairs by trucks
 from Prague-Ruzvne airfield. [redacted] 25X1
 [redacted] 25X1
- #2. Runway: level, grass-surfaced, 820 m. northwest to
 southeast and 150 m. wide. The runway was in good con-
 dition. It could not be extended northwest because of
 the sand quarries, and extension to the southeast was
 improbable because of civilian buildings and a wooded
 area there. The heaviest aircraft [redacted] landing 25X1
 there was a Siebel.
- #3. Runway: level, grass-surfaced, 600 m. southwest to
 northeast and 150 m. wide. It could not be extended
 because of the highway on the southwest and the wooded
 area on the northeast. [redacted] only single- 25X1
 engine light aircraft land on this runway.
- #4. Civilian Apartments: These apartments were part of the
 hangar /Pt. 6/. It was used by civilians of the Doslet
 (pilot students and instructors).
- #5. Apron: concrete, 20 to 30 m. x 15 m. at its widest.
 It was used for refueling and light maintenance of
 Doslet aircraft.
- #6. Hangar: gray stuccoed brick, 20 to 30 m. x 20 m.
 (including the apartments /Pt. 4/). It had a dark-
 shed roof. This hangar was used for housing Doslet
 gliders and aircraft (Bieker [redacted] Sokol, Piper 25X1
 Cub, Fischer-Storch) and for light repair work. The
 gliders were of German origin and were called Grunau-Baby.
- #7. Doslet Administration Building: two-story tan stuccoed
 brick, 10 to 15 x 12 m. with red tile gable roof. The
 first floor contained offices for the chief of airfield
 (a Doslet civilian), Doslet instructors, classrooms,
 kitchen, and dining room. The second floor contained
 sleeping quarters for the Doslet personnel.
- #8. Warehouse: single-story, wooden, dark brown (treated
 with a preservative solution). It had a dark, low-
 pitched gable roof. It was used for storing extra
 gliders and contained Doslet gliders of a German type
 with wings folded.
- #9. Electric Gas Pumps: underground with retractable hoses
 which were connected to underground tanks.

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